

# "HOW I SAVED THE NATION"—ROOSEVELT

## FINE FLIGHT OF AEROS TO PHILADELPHIA

WEATHER—Unsettled to-night and Sunday.

**FINAL**  
EDITION.

The



World.

**FINAL**  
EDITION.

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## 'ACTING FOR COUNTRY,' LET STEEL GRAB T. C. I., ROOSEVELT TESTIFIES

Frick and Gary Knew They Couldn't  
Gobble Company if He Op-  
posed It, Former Presi-  
dent Testifies.

## SAVED NATION ON BRINK OF FINANCIAL DISASTER

So-Called Morgan Interests Alone  
Claimed Confidence, So Ad-  
ministration Intervened.

Everything I did, in 1907, I say to-day, was absolutely wise—also, lately right. I was acting for the country. I acted for the best. The responsibility was mine alone.

This was the keynote of the testimony of Theodore Roosevelt to-day before the Congressional Committee investigating the Steel Trust, upon whose session he burst at 10.30 o'clock this morning, with his usual unexpectedness.

Chairman Stanley knew he was coming. Chairman Stanley had asked him to come. But no one else knew except Sergeant-at-Arms Frank McGuire, who had carried the message, until McGuire whispered to Police Lieut. Kennell in the Mayor's office, that it was almost time to call out the reserves.

Kennell sent word to Capt. Hodgins at Elizabeth street and the reserves were turned out of the traffic station in the basement of City Hall. Then word got about that something extraordinary was about to occur.

While everybody was wondering there was a flurry at the door like a whirlwind on a leafy sidewalk and in came Mr. Roosevelt.

The former President was dressed in a light crash suit, and a collar cut so low it was almost invisible. He went at once to the head of the committee table and was launched into testimony by Chairman Stanley without an opening required of him.

Col. Roosevelt treated the whole occasion—once his formal prepared statement had been read in his most casual and dramatic manner—as a great, merry game. He laughed and chuckled and joked, only now and then pausing to set his jaws hard, pound the table and rub in his conviction that he never made a mistake in trying to relieve the panic by giving Judge Gary and H. C. Frick free Governmental sanction to buy Tennessee coal and iron for his big rival, the United States Steel Corporation.

It was developed in the hearing that Mr. Roosevelt understood that not only were a trust company and a big banking house—names not known to him—in danger of going to the wall, but the T. C. & I. itself was in danger of failure.

As soon as he was seated Col. Roosevelt began reading a typewritten statement which he had prepared.

It was as follows:

**HOW HE STOPPED PANIC WITH NATION "ON BRINK"**

"In the fall of 1907 there were severe business disturbances and financial stringency, culminating in a panic which arose in New York and spread over the country. The damage actually done was great, and damage threatened was incalculable.

"Thanks largely to the action of the Government, the panic was stopped before, instead of being merely a serious business check, it became a frightful and nation-wide calamity, a disaster fraught with untold misery and woe to all our people. For several days the nation trembled on the brink of such a calamity, of such a disaster, as you doubtless remember.

"During these days both the Secretary of the Treasury and I personally were in hourly communication with New York, following every change in the situation and trying to anticipate every development.

It was the obvious duty of the Administration to take every step possible to prevent appalling disaster by checking the spread of the panic before it grew so that nothing could check it, and events moved with such speed that it was necessary to decide and act on the instant, as each successive crisis arose, if the decision and action were to accomplish anything. The Secretary

## CAR STRIKE MOBS INJURE SCORE ON BROOKLYN LINES

Three Sympathizers Are Jailed  
and Woman Mob Leader  
Is Arrested.

TO APPEAL TO MAYOR.

Smith Street, Hamilton and  
Franklin Ave. Branches  
Stopped, De Kalb Affected.

The Brooklyn police were utterly unable to cope with a strike of employees of the Coney Island and Brooklyn Railroad Company which began at 4 o'clock to-day and resulted during the day in many violent attacks upon the crews of cars sent out in a vain effort to break the strike. One passenger and more than a score of strikebreakers were seriously hurt by the strikers.

Three lines are tied up by the strike and a portion of a fourth has had to discontinue service. Three men and one woman have been arrested for taking part in the street attacks, in which mobs of from 100 to 500 have defied the police. The three men were given Workhouse sentences of five days each, but the action of the Magistrate did not deter their fellows from continuing scenes of violence.

The centre of the strike disorder is at Ninth street and Third avenue, Brooklyn, where headquarters of the strikers are in charge of Patrick A. Shea, organizer for the Amalgamated Association of Electric Railway Employees, to which the men of the Coney Island and Brooklyn Company belong. The lines tied up by the strike are: Smith street line, from Brooklyn Bridge to Coney Island.

Franklin street line, from Williamsburg Bridge to Coney Island.

De Kalb avenue line, insofar as the cars operated over the Smith street line to and from Coney Island are concerned.

Hamilton ferry line, from Hamilton ferry to the Smith street line, of which the ferry line is a part.

**WILL ASK GAYNOR TO TAKE A HAND.**

Organizer Shea will go to-morrow to St. James, L. I., to ask Mayor Gaynor to take a hand in settling the strike. Shea came to the City Hall to-day but found that the Mayor was at his country place, President Mitchell in Europe and that the city had no official head on the job.

At 5 o'clock this afternoon the company decided to run the stalled cars back to the barns and make no further attempt to operate to-night.

All the cars on the Franklin avenue line were out of commission by 11 o'clock. The strikers on the Smith street line began working upon their fellow-workers on the Franklin avenue line as soon as they had their own line sufficiently involved to stagnate its operation. Fourteen cars had gone on the Franklin avenue line and were running at 10 o'clock. Then the persuasive eloquence of the strikers prevailed. As the cars came to the barns at Franklin avenue and Carroll street, the motormen ran them in and left them.

After 11 o'clock no cars left the Williamsburg Bridge on the Franklin avenue line. The officials of the company said they would rush men over from the Smith street line's barns and have them take out the Franklin cars. They promised service during the day, and on the other hand, the strikers promised that if the service was attempted.

The three men who were arrested after the series of attacks on the cars, which the police had not been able to cope successfully were:

Joseph Ryan of No. 428 Union street, John Mannings of No. 238 Eighth street, Brooklyn.

Cornelius Carter of No. 266 Tenth street, Brooklyn.

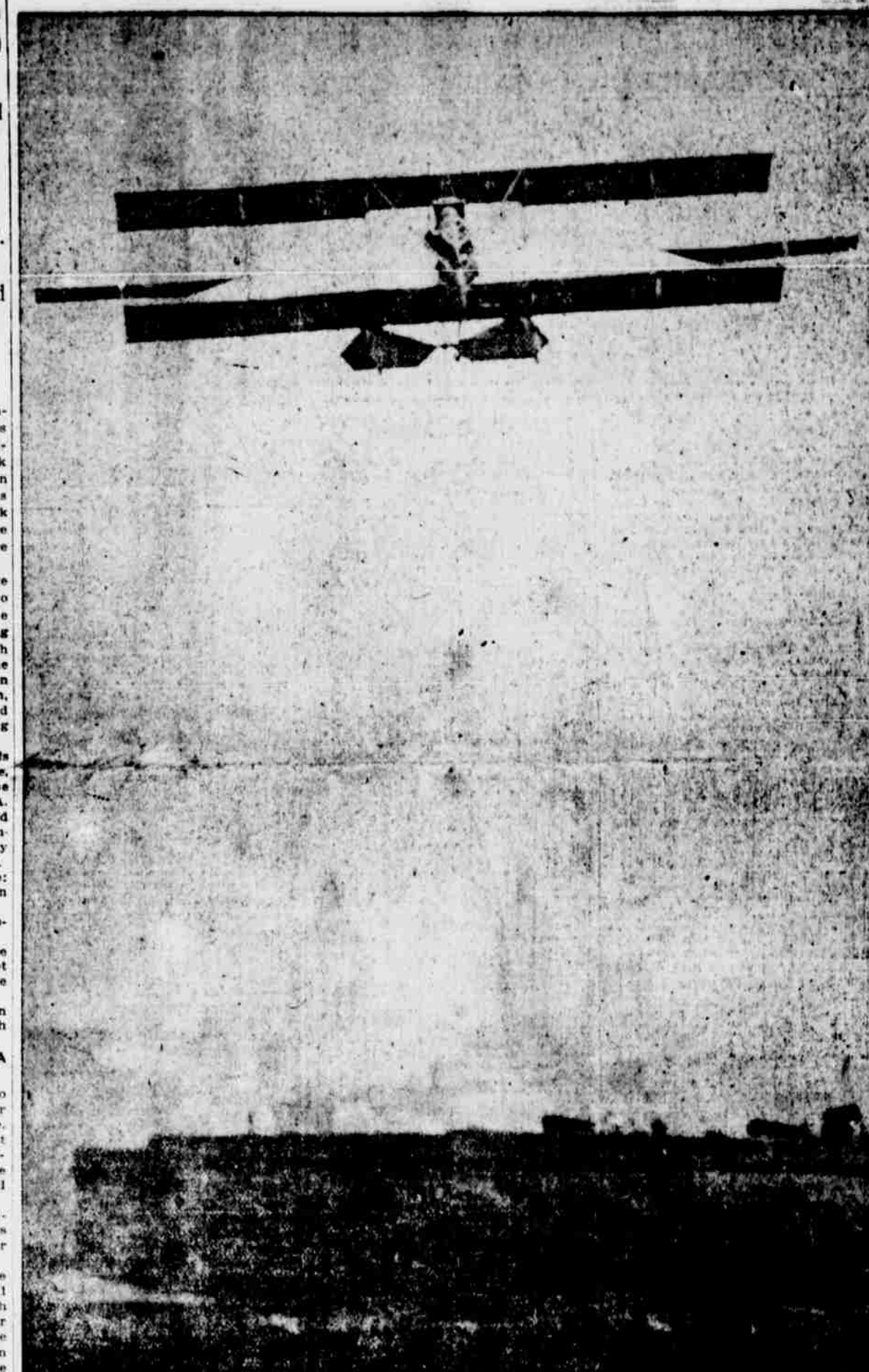
When they were arraigned before Magistrate Nauman in the Fifth Avenue Police Court they were promptly sentenced to serve five days in the Workhouse and the Magistrate announced his determination to stop street violence.

**PAN CARS INTO BARRICADE**

**BUILT BY STRIKE.**

The company precipitated a hot fight with strikers and a spectacular wreck when it attempted to move four cars that had been stalled in Ninth street and Fourth avenue when their crews deserted them. Cars Nos. 257, 258, 259, and 260 were in the line, and strikebreakers were sent to man them. Under a shower of bricks and stones the motormen sent the cars ahead at a

## Airship Leaving Governor's Island, Showing New York Skyscraper Line (Specially Photographed by Evening World Staff Photographer).



## NEW YORK WAIF A PRINCE OF HIGH PRUSSIAN RANK

Harry Schultz, Given to Strangers as Child, Gets Title but Will Lose Sweetheart.

(Special to The Evening World.)  
PRINCE, Pa., Aug. 5.—From a New York orphan home to the head of the Prussian principality of Lichtenberg, with the title of Prince von Gunther, is the strange and fascinating story of the life of a boy reared by foster parents at North East, this county.

Fifteen years ago the Second Avenue Baptist Church of New York sent little Harry Schultz, as he was known then, to the home of Dr. and Mrs. M. L. Adams at North East. His mother had died in poverty. Schultz is now assistant manager of the Western Electric Company, on West Tenth street, opposite the Cunard Line dock, New York. He is engaged to Miss Elmina Binter of Pittsburgh and must break the en-

## SCORES TO-DAY NATIONAL LEAGUE.

AT PITTSBURG.	
GIANTS—	0 0 0 0 1 0 0
PITTSBURG—	0 1 0 0 1
Batteries—Marquard and Meyers; Leifeld and Gilson.	
AT CHICAGO.	
BROOKLYN—	0 2 2
CHICAGO—	1 2 0
Batteries—Rucker and Hergen; Ruelbach and Archer.	
AT ST. LOUIS.	
BOSTON—	0 0 0
ST. LOUIS—	0 1 0
Batteries—Ayres and Kling; Harmon and Bresnahan.	
AMERICAN LEAGUE.	
AT NEW YORK.	
CLEVELAND—	0 0 0 2
HIGHLANDERS—	4 0 1
Batteries—Greig and Fisher; Ford and Shesney.	

THE TIDES.	
A.M.	P.M.
High Water.	Low Water.
8:20	2:20
8:50	2:50
9:20	3:20
9:50	3:50
10:20	4:20
10:50	4:50
11:20	5:20
11:50	5:50

## AEROPLANES DROP IN JERSEY AFTER HOT RACE OVER THE CITY

Three Pilots Awe Great Crowd Here  
in Flight From Governor's  
Island Over the Sky-  
scraper Tops.

## ONE MACHINE FALLS INTO RUNYON'S WOODS.

Another Birdman Alights at Trenton  
for Gasoline, Then Continues—  
Third Airship Comes Down.

PHILADELPHIA, Pa., Aug. 5.—The first aeroplane in the New York-Philadelphia race passed over City Hall tower at 4.48.

After a beautiful start from Governor's Island, in which Eugene Ely, Lincoln Beachey and Hugh Robinson left at 2.40 o'clock for the first American intercity aeroplane race, with Philadelphia as the goal, all three of the machines came down at points in New Jersey less than sixty miles from the starting point. The three men were racing for a prize of \$5,000 offered by Gimbel Bros. for the first of the racers who reaches Fairmount Park, Philadelphia.

Brief telegraphic reports from Trenton say that one of the machines fell in Runyon Woods, Millstone Junction, a point about three miles east of New Brunswick. Another alighted five miles south of New Brunswick. One of the three, supposed to be Beachey, reached Whitehead Mills, the regular stopping point, at 3.55 o'clock, filled his gasoline tank and resumed his flight at 4.12 to Philadelphia, thirty-four miles distant. He came down fifty-eight miles from New York.

No details are reported as to the supposed fall of one of the machines or the reason for the descent of the other. The second two aviators have not been reported as going again into the air.

Beachey said that he had no information as to the car which came down at New Brunswick. His own machine was all right, he added, and he had only descended for more gasoline. He lost his buoy after leaving Elizabeth and covered more distance than was necessary, setting on the right track again.

**HAMILTON DECLINED TO TRY ONE OF NEW SHIPS.**

The machines used are the new type Curtiss aeroplanes, which differ in some material respects from the older types. Charles K. Hamilton was slated to operate one of them. At the last minute he declined to make the run because of his lack of familiarity with the new pattern, and Eugene Ely took his place.

Beachey got away first. His aeroplane left the parade ground at Governor's Island at 2.40 o'clock. Then Ely went into the air a minute later. Robinson was the last of the three to take wing and he was headed for New York at 2.44 o'clock.

The three men flew rapidly north over the Hudson River and up to the Gimbel store, near the intersection of Broadway, Sixth avenue and Thirty-fourth street. They circled over the shopping district and then swung back over the Hudson as far as the Pennsylvania Station, where they picked up the line of the railroad tracks and headed for Philadelphia.

The weather conditions were ideal. The wind was blowing from the southwest and making fifteen miles an hour, with indication of a decrease in velocity.

**STREETS CHOKED WITH CROWD WAITING TO SEE RACE.**

In the same order in which they left Governor's Island the aeroplanes circled and passed the starting mark over the Gimbel store. Beachey crossed the line at 2.47 o'clock, Ely at 2.48 and Robinson at 2.50 o'clock.

Broadway, Seventh avenue and cross streets in the neighborhood of the store were black with people, cheerfully treating on one another's toes as they watched the skies. Every window of every hotel and office building which opened toward the route of the flyers was full of faces.

The Thirty-third street "L" station platform was crowded with people who had paid five cents in the hope of getting a better look. Of course the roofs

(Continued on Second Page.)

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